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least two circumferential narrower grooves in comparison thereto, with the superwide groove being at least twice as wide as the broadest of the narrower grooves, and in that the superwide groove is disposed in the inner half of the one tread half, and the sidewalls of the circumferential grooves are slightly inclined.

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5. (Amended) Vehicle tyre in accordance with claim 1, characterised in that the spacings from the center of the tyre of the respective inwardly disposed side walls of the superwide groove and of the narrower groove adjacent to it in the other tyre tread half are at least substantially the same.

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7. (Amended) Vehicle tyre in accordance with claim 1, characterized in that the superwide groove has a varying depth when considered over its width, wherein the base of the superwide groove has a plateau in the central region which is bounded on both sides by deepened regions.

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9. (Amended) Vehicle tyre in accordance with claim 1, characterized in that the superwide groove in the inwardly disposed tyre tread half has a width of approximately 40 mm and each of the narrower grooves have a width of approximately 8 mm in each case.

10. (Amended) Vehicle tyre in accordance with claim 1, characterised in that the tread regions between the grooves and to the side of the grooves are provided with grooves and/or fine cuts which extend obliquely to the circumferential direction of the tyre at least outside of the shoulder regions of the tyre.

11. (Amended) Vehicle tyre in accordance with claim 1, characterized in that the circumferential grooves are connected together at least in part by oblique grooves.

12. (Amended) Vehicle tyre in accordance with claim 11, characterized in that the inclination of the oblique grooves relative to the tyre circumferential direction reduces towards the tyre shoulders.

13. (Amended) Vehicle tyre in accordance with claim 1, characterized in that the grooves extending obliquely to the circumferential direction of the tyre have different depths over their longitudinal extent and in particular a depth which increases or first increases and then reduces towards the tyre shoulders.

14. (Amended) Vehicle tyre in accordance with claim 13, characterized in that at least the majority of the obliquely extending grooves is made continuously curved.

15. (Amended) Vehicle tyre in accordance with claim 1, characterized in that additional circumferential grooves, the width of which only amounts to a fraction of the narrow grooves are provided in addition to the superwide groove and to the grooves which are narrow in comparison thereto.
